

# In Memory of:

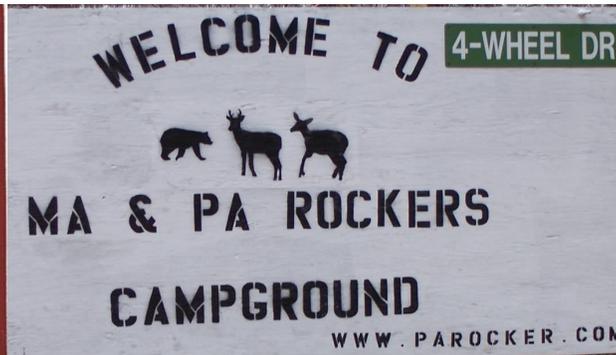
## Allen Edward Carroll (Pa Rocker)

1935 to 2009

A great loss to the 4 Wheel Drive Community



This picture taken from Pa's Obituary in the Superior Telegram.



# From your Board of Directors:

As I took the reins as President of the MW4WDA, I thought about the last several years and what has become of past members. I would love to see the membership numbers grow and see the members become more involved. Let's face it we are all getting more mature (for a lack of a better term). It would be great to see some younger people get involved. I know that I am revisiting a subject that has been visited and revisited many times over the years but I still think it is worth keeping on top of the list of things that need to be addressed every so often.

*On February 20, 2009, the four wheeling community lost a long time 4 wheeler. Al Carroll, AKA Pa Rocker, passed on to Wheelin' Heaven. For those of us who knew him and even those who did not, this is a great loss, he truly believed in this sport and supported every aspect of it, so much that he built an awfully nice park and campground right in his front and back yards. He will be sorely missed by one and all! Bless Pa for all of the things he did for us!*

*Thank you to Orlin and Ginny Clark for making the trek to represent both MW4WDA and W4WDA at Pa's Celebration of Life on Wednesday, February 25th, 2009!*

Now let's try to get the membership numbers up. In the next couple of years I would like to see the membership double. To accomplish this I plan to talk to as many clubs as possible in our region and try to persuade them to become involved and be counted to try to get public places for our sport. I would hope that everyone in the sport would have the same thoughts. 4 Wheelin' season is just around the corner!

Be safe on all 4 's!

Sincerely,  
Mark White  
President

As I became the secretary for MW4WDA as an interim when the position had sat open for a

time I knew from my experience as secretary both of the Twin City Bushwackers and W4WDA the importance of communication in an organization. My husband Tim and I were already the Webmaster and Forum Moderators for the MW4WDA website. I offered to get the newsletter restarted as another tool to communicate. While at this time we cannot afford to do a huge publication, I would eventually love to be able to get the newsletter back in print. I am in full agreement with Mark that we need to get our numbers up and communication including print is a key part in getting people interested. Volunteering for any small task helps! Writing an article for the newsletter or even a quarterly column, volunteer for a committee, or whatever else your talents will allow. If there is something you would like to see in our newsletter, I would love to hear from you. If you have not logged into the forums, please do so. The more we use this tool the more attention we bring to the organizations website. Tim and I are now the Administrators and Shawn Morgan of MIOBI is the forum Moderator, thank you Shawn for all of your help! If anyone wants to write a quarterly article for our newsletter, please send me your info and what you would like to do.

I am also looking for a person in Iowa and a person in Minnesota to help write bits and pieces for their states page or pages.

*Tim and I never had the opportunity to meet Al Carroll, AKA Pa Rocker, we have however heard many stories of the many things he did for the off road community and how he was always there for the community when he was needed. Pa's absence will be felt throughout the 4 wheelin community and this is a great loss to all whether they knew him or not.*

*Happy Trails Pa!*

Sincerely,  
Dawn Krueger  
Secretary,  
Newsletter Editor and  
Forum Administrator



# Midwestern 4 wheeler

Responsible use of Public Lands through Conservation, Education, and Safety

Winter 2009 Edition

Official publication of the Midwest 4 Wheel Drive Association



### Note from the Editor:

Hello everyone!

I thank everyone for getting me their email addresses so you can receive the Midwestern 4 Wheeler to your inbox instead of having to go to the web to get it. Over the next few editions I hope to make some changes and additions to the newsletter to make it better and more informative. Please bear with me and I believe you will like what you see. In this edition you will see some of the new sections that we will be adding to the newsletter in the near future. I hope that everyone will take a moment to send in articles, pictures, and more!



Sincerely,  
Dawn Krueger  
MW4WDA Newsletter Editor

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### Midwest 4 Wheel Drive Association Board

**President**  
Mark White

**1<sup>st</sup> Vice President**  
Butch Chapin

**2<sup>nd</sup> Vice President**  
Matt McVicker

**Secretary**  
Dawn Krueger

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**Newsletter Editor**  
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TKrueger5@new.rr.com  
(920)420-2348

**Webmaster**  
Tim Krueger  
Mud-Dawg@new.rr.com



## Meeting Minutes Delegates Meeting October 19, 2008

President Jesse Burma called the meeting to order at 9:14 am.

Jesse read the MW4WDA Statement.

There were no guests present at the meeting.

14 Clubs were present

Secretary's Report: Mark White Made a motion to accept the secretary's Report 2<sup>nd</sup> by Tim Krueger.

Kurt handed out the treasurer's report and budget for 2008. A motion was made by Mark White to accept the treasurer's reports and was seconded by Mike Hannis, a vote was taken and the treasurer's report was accepted.

**Minnesota-** [www.mn4wda.com](http://www.mn4wda.com)

Going to outdoor expos showing videos from Dresser and financial impact to the area. Rolling Stone, or similar situation will probably not be feasible again in the near future. DNR and Tourism council, Minnesota Off Road Trail Council doing a study on financial impact on area of trails there are 13 groups represented, 3 from each user group allowed on the council. MN is trying to pass a tax for environmental clean-up. MN dues are going up this year. Joining United as an organization.

**Wisconsin-** [www.w4wda.org](http://www.w4wda.org)

STC is frustrating, attempt to change the situation failed. (Council members.) Ken Linzmeyer is on sub-committee. United we will be asking for various information. National Forest trails have been established.

Region reports Region A discussed the annual MS event where they raised just over \$1000.00 for the Minnesota MS. MSRA slow process looking for funding. Need support from the other states. Spring Fling in May, Ma and Pa Rockers. MOD, first weekend in October 84 vehicles, \$21,000 raised for MOD. Held at Northwood's Overland. NO ATV's. Much potential. W4WDA President – Chris Hannis, Region A Assistant VP – Bev Miller, Region B Vice President – Orlin Clark, Secretary – Dawn Krueger, Treasurer – Mary Hoernke, Region C Assistant VP – Helen Wagner is temporarily appointed to this position until such a time we can elect someone if Helen is no longer interested.

**Iowa –** [www.IA4WDA.org](http://www.IA4WDA.org)

Castana, central Iowa.

MIOBI trying to get people interested. 120 trucks Memorial Day and 113 trucks for Labor day. Going to vehicle show showing videos. Working on their trails. \$1000.00 was donated to MW4WDA from the labor Day Event.

**UFWDA –** [www.ufwda.org](http://www.ufwda.org)

Restructured are now having financial problems.

More information should be coming back to us.

**Membership – 467 members – 22 clubs**

New club Tri County out of Iowa

Mark White made a motion to accept them as members and Arnie Miller seconded. Vote was taken all were in favor.

**Safety (Matt) –** nothing

**Insurance –** no claims.

**Website –** [www.mw4wda.org](http://www.mw4wda.org) – Thank you Tim

Krueger for updating site.

Advertisers have been contacting us.

**Tread Lightly-**

**New Business-**

New Club – Tri-County Off Road Association.

Have land.

Started with a couple guys and is now at about 25 members.

Fundraisers

Castana, Butch's club no longer wants to do it and Butch is not sure if he will be able to make it.

**Fall 2008 Elections:**

President- Mark White was elected MW4WDA President.

2<sup>nd</sup> Vice President – Matt McVicker was re-elected.

Secretary- Dawn Krueger was officially elected.

**Tim Krueger Made a motion was made to adjourn the meeting and Mark White seconded.**

**President Jesse Burma adjourned the meeting at 10:54 am.**

Respectfully Submitted by: Dawn Krueger

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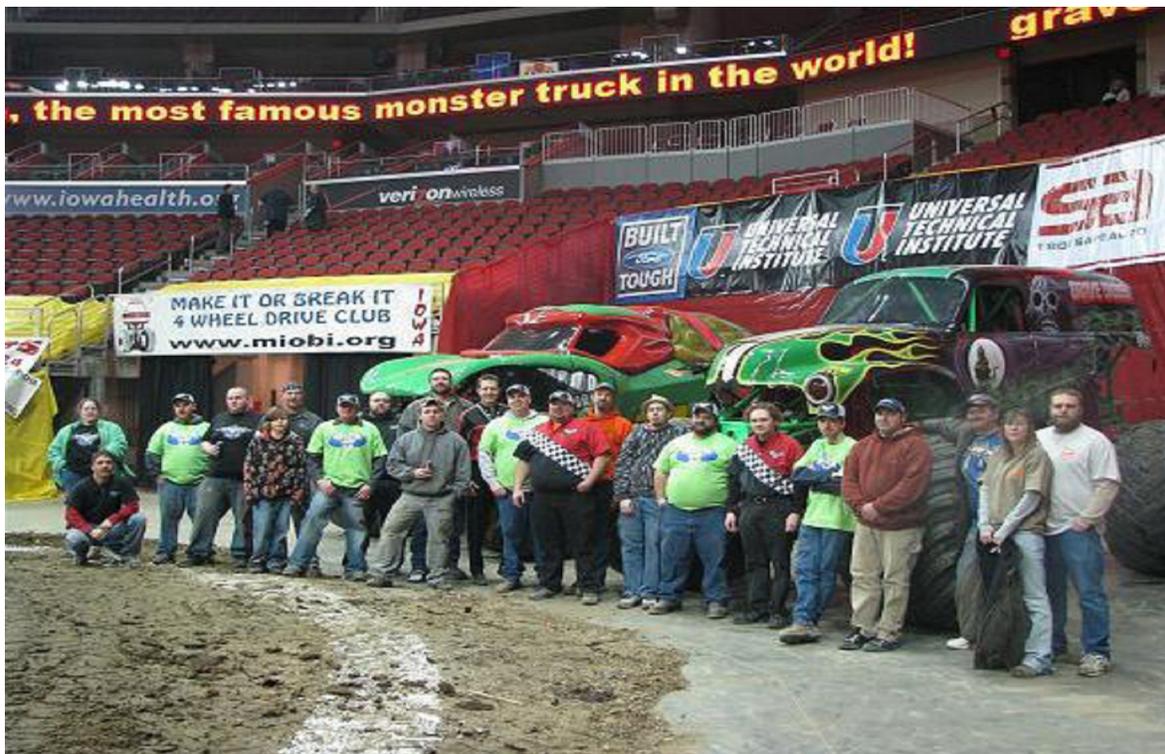
Contact Dawn Krueger for more  
information: (920)420-2348

# What you've missed

## “Street Warriors”

By Shawn Morgan

Make It or Break It was invited back again this year to help with the Monster Jam show at the Wells Fargo Arena in Des Moines, IA. For the second year in a row the club has provided the additional staff members and work crews to put on a show of this magnitude. Pictured are some of the club members in attendance on Friday.



A group of members assembled at Wells Fargo Arena early in the morning on Thursday January 1<sup>st</sup>, to get started on converting the concrete floor into a dirt track for the Monster Trucks and Street Warrior trucks to race on. Plywood was laid down on the floor as the truck loads of clay began to arrive. With the wood in place, the Monster Jam's "Dirt Crew" began the work of laying out the track. The club continued with the other tasks such as hanging banners, covering the bottom sections of the seats with plastic, and stripping the cars to be crushed by the Monster Trucks.



Friday morning was spent putting the final touches on the Arena in preparation for the high flying, pulse pounding excitement that was to start at 7 pm that night.



MIOBI also had 10 member rigs at the event for the Street Warrior portion of the show. The Street Warriors ran a lap and a half around the outer edge of the dirt track. The track included a jump in each straightaway that got bigger for each of the three shows allowing for some “sick” air!! This was definitely a crowd favorite as they watch the drivers airing out their rigs around the track. All 10 rigs ran a timed trial run with the top 8 competing for the race. Of the 8 rigs, the top four raced in the finals.



Dave Riley, Chris Menninga, Andy Stock, Rick Morelock and Dave Stoneking.



Ron Lions (standing in for Rick Huff), Pat McClurg, Scott Risius, Ron George and Eric Dannels.



At 7:00 pm on Friday night, the high flying action started as the Monster Truck show got under way. MIOBI member Chris Overgaard started the show off by singing the National Anthem for the fourth year in a row. The Monster Truck line up consisted of 6 trucks which included the crown favorites like Grave Digger and Maximum Destruction. 3 of the MIOBI members were giving the duties of judging the freestyle competitions.



MIOBI wasn't without their own high flying, pulse pounding action as the Street Warriors took to the track. Each competitor raced flat out around the track in an attempt to post the fastest time to advance to the next round of competition.



Chris Menning (top) launching his buggy off the starting line, Scott Risius (left) air-ing out his Chevy truggy and Dave Stoneking (right) getting air born off the ramp.



In the Friday night qualifying round, Dave Riley rolled his buggy. Chris Menninga had the fastest qualifying time at 22.34, and continued to run strong through each round on his way to the finals. Andy Stock ran his worst time at 24.56 in the qualifying round, but then posted the best time in each round after that – including the finals! Andy and Chris ran nearly equal times throughout the races, but in the end, Chris's time of 23.13 wasn't enough to hold up to Andy's winning time of 22.91. In the Saturday afternoon show, Friday night's winner, Andy Stock rolled his Jeep. Rick Morelock posted a 23.91, Chris Menninga was just a bit faster at 22.90, and Ron George came through with an even better time of 22.78. Nobody could post a faster time than Pat McClurg, at 22.41. Pat drove his bone stock '88 Bronco to his first victory.

For the Saturday night show, Dave Riley broke a driveshaft leaving him with a time of 41.94. Ron George posted up a time of 24.47 finishing just behind Rick Morelock who had a time of 24.32. The big story was Pat McClurg posting his best time of the night at 23.46 and taking away his second straight victory.



Pat McClurg (left) being interviewed by after his win. Tyler Menninga (right) sitting in the Max D. Monster Jam is something that the MIOBI members look forward to every year. It is a lot of hard work, but it's also a lot of fun. MIOBI had a good turnout of members to help with the different aspects of the show. I think the Monster Jam Online reporter summed it up best when he said, "A good local club crew is often times the key to a smooth running track, and in Des Moines, we have one of the very best clubs in the country."

# 30TH ANNUAL FOUR WHEELIN' WITH FEELIN'

march  of dimes®



## RIB LAKE, WISCONSIN

## WISCONSIN SHOWING OFF ITS FINEST FOR A GOOD CAUSE!!

by Luana Schneider, Photos by Tom Schneider and Melanie Sauer

Four Wheelin' with Feelin' for the March of Dimes was uncertain for 2008 with the gas prices soaring upward and upward. There is a fine line on how much return you need in order to justify the cost and work involved in putting on an event like this. The last thing we want is to have the March of Dimes lose money when the purpose is to raise funds for healthier babies.

With much soul searching and the realization that this would be the 30<sup>th</sup> year for this event, it was decided to go for it and cut as many corners as we could without jeopardizing the pizzazz of the event too much. In searching for a new site, we approached a brand new offroad park, Northwoods Overland, about headquartering out of their site. This would be a very good exposure for them and many participants were asking us to find a new place for the rally, since part of the fun of the rally is seeing new places and going on new routes. After about so many times in one area, it becomes quite difficult to do that. After Rod & I met with the land owners (Jeremy and Annie Van Camp) and Jeremy gave us a tour of not only the park but the area, it was decided the site would definitely work. Even though Jeremy was shocked on how much of the adjacent county land that he grew up driving in had recently been gated off! We discussed what the rally was all about and what it entailed and Jeremy & Annie were more than willing to accommodate our needs.

The first thing we decided to do was to have a one extra long week (8 days) work week rather than three long work weekends. This alone would cut costs significantly for both the volunteers and the March of Dimes, but meant giving up more vacation time to do it. Also it was something that would have to be done late in the summer due to all the trail development that was going on at the park. There was significant risk in doing this since there wasn't much room for problems that might need to be resolved.

Two of our head committee members (Dave & Cindy) went up to the park in the early summer to get a handle on the park and some of the nearby area. Then with additional input from them, by the time we got to the work week, Jeremy had developed an initial route for the rally that we could work off of. This was a major step in putting together the rally!!

Due to the offroad park being a "work in progress" there

wasn't as much offroad area as we like to have and all the areas we found gated off, we had to offset with as many interesting sites as possible. Jeremy had already included among other things a beautiful flowage area, a pristine old growth park with a short walking trail, and the highest point in Wisconsin (Timm's Hill). When we got there we took the park map and familiarized ourselves with the park while Jeremy was at work. Then on Saturday Jeremy took us on some of his route he hadn't gotten out to look at just to find more closed gates (private and county) and no success in getting them open. It seemed every which way we turned there were more closed gates which created more gravel and paved roads. The next couple of days we drove the route and modified it as we went to improve it, etc. When Jeremy got back we went out in another area that ended up being mostly an ATV path and found it to be just too narrow and rough and would need some real work to bring it up to be usable for the rally which draws many vehicles not up to that type of terrain without an alternative. We did find a great windy and twisty narrow gravel road that had some great scenery and also found a road that went pass an old mink farm that had a tower with the largest eagle's nest on top of it any of us had ever seen!

By the middle of the week we had a pretty decent route and with some support from Plum Creek Timberlands was able to get rid of at least a little more paved and graveled roads. It was now on to writing the clues and going out and testing them and making corrections where things just didn't seem to piece together right.

You say Clues? What do you mean by clues? That is how this rally works, a route is established and then tricky clues are written up that have to be figured out in order to find your way through the route that is set up, ex. Gee @ T (gee is right in horse driving and T is a T intersection). There are checkpoints and poker stops along the way that a participant has to find in order to qualify for prizes. The committee is quite a group of characters especially when coming up with clues start flowing. As an example, we turned down one road called Lucia Road and two of the committee got on the CB and started singing "Santa Lucia"---we did not ask for an encore! By the end of the week we had ourselves a route with clues!

That whole week we were there the leaves were changing more and more and we were wondering what would be left by the rally!

On rally week, we got there on Thursday and setup all the normal event type stuff and a tent next to the garage doors as an extension for the registration, etc. Then on Friday we went out for a last test of the route and found

a few changes and the colors were even better than on work week!

The park has at this point only 10 electrical and 10 non-electrical sites, but all sorts of area for just parking or setting up your tent. The area started filling up and many folks who were staying in the filled motels, cabins and bed & breakfasts in the area stopped in to say hi and help fill goodie bags. The temperatures got really cold that night and we woke up to heavy frost. One person had left their sweatshirt outside and it was covered with ice. Our grandson's bicycle was covered with ice.

Someone had driven across the open field to look over the ridge at the sunrise and then drove back and he left a set of tracks on the brittle trodden grass.

However, the sun came out and it turned out to be a gorgeous day!! The fall colors had peaked out and gave everyone a real paradise to run the rally in!! The many lookouts, the flowage and other areas were absolutely breathtaking!

The rally started out on the park trails and ended on the park trails. There was time allowed to play on the various obstacles in the play areas in the park such as driving over some boulders, driving through a tire pit, log pit etc. The off road park has easy and hard routes so at times a participant would have a choice to take the alternative hard route if they wished. One of those alternatives was so narrow, we called it the Isuzu trail—it took some real finesse to get through and not ding up your vehicle. There also was a narrow covered bridge that the owners made for the park (initially for dog sledding in the winter). If you weren't too wide you could drive through. This became quite the photo op!

Once off the park there were many scenic areas and dirt roads to run and just about the time the paved road was getting to be too much, there was Jeremy's father-in-law's corn field to turn into with a path right through the standing corn and then a fence line with rocks to crawl over and a woods to go through and back through another trail of standing corn. That trail in the cornfield was cut by Jeremy who when he saw the corn still standing took a chainsaw and cut down some rows. We piled the stalks up so when the farmer came to harvest it he could just run it through the corn picker. I have manually cut down corn before, but I have never seen it done with a chainsaw!!—it actually worked pretty slick!

When people came back there was all sorts of talk not only of the clues, the park trails and play areas, but the beautiful scenery, the cornfield, the old growth trail and that "big honkin'" eagle's nest! However, there were those that never even got out of the park without break-

ing down. One individual who has participated for years when he came back, slapped me on the shoulder and said—nice area, hope it's here next year!

From the survey we handed out the three things that were consistent as their favorite three were New Area, The People, The Scenery. Ages ranged from 16 to 67. Some of the comments were how much they enjoyed the clues, well organized, it's like an adventure hunt and (my favorite) I got my wife to come along and she enjoyed it so much she can't wait for next year's event!

Also, when the participants got back there were hayrides waiting for those who wanted a ride. This was a big hit by both the young and the young at heart! Jeremy drove the wagon through some of the park and over to various overlooks. Even the main committee took time out for a hayride!

About a month or so before the rally, one of our committee members was approached about whether there was any mud hole in the park. The individual wanted to get stuck in a mud hole and then ask his girlfriend to marry him. So the plot was set up and even a large banner saying "Engagement Mud Hole" was hung by the hole. It was late in the day and there was quite a line up of folks who wanted to try their hand at the mud hole. However, when this individual hit the mud hole, he must have hit it just right and made it through and the committee member waved him on to try it again and he finally got stuck. The potential fiancé got out to help hook up and he got out and knelt down in the mud and asked her to marry him. She responded favorably and they were hugging and kissing and rolling in the mud! Those in line did not know what was going on until over the CB they heard "She said yes" and those in line were cheering and honking their horns! Can you imagine that story going down through the family...."back in 2008 my great-grandpa....."

At one point, Jeremy's father-in-law was talking to me about the nice group of people and how it was like one big family. And, yes, this year even more so than ever it seemed so much that way. It's amazing how many of the people who participate in this event participate year after year and it becomes almost a reunion of sorts with losing some each year but gaining others—this year there were only 86 vehicles. Maybe the possibility of this not occurring this year made it seem more that way.

That evening was our usual program with winners in the Poker Rally, Timed Rally, High Pledges and Club with the Highest Pledges. The one that stole the show this year was our high pledge person raising \$3,705, Dan Sippola, when he came up with his daughter who was

carrying his four month old granddaughter wearing a four wheel drive shirt. Also, for having the highest pledges he won the PS Seasonings grill!



The folks who won the Warn Winch had left for home and so we entrusted the winch presentation to one of their club members. I guess they were ecstatic when they found out they won once they realized that it wasn't some sort of a joke!



A talking Sponge Bob was presented to one of the Tech Inspectors. Apparently when having a few brewskies in town with some of the crew a couple of nights before, some of the folks in the bar found out they had Jeeps and had to go outside and look at them. His was the only one with SQUARE headlights and, therefore, got dubbed with the name Sponge Bob. When the story was told the audience started chanting "Sponge Bob Square Pants".

Plaques and a big thanks went out to the land owners of Northwoods Overland and also to Plum Creek Timberlands. Thanks also went out to our many supporters

with special plaques going out to WARN Industries and Swiss Colony & PS Seasoning for their large continuous contributions. A plaque was also presented to "Tiny Bits of Silver" who has been a continual supporter of this event for years!

We also had a bar & grill called Halder's Bridge donate can coolers for all the participants with the rally info on one side of the can cooler and their info on the other side. Plaques were also presented to the six "kids" (I can



get away in saying that, I hope). This group of "kids" has grown up with this rally being at it as babies, working it and/or participating in it with their folks as they grew up, now participate in it and/or work it with some of them taking on important segments of the rally!! I fully believe that being part of the four wheelin' family has played a part in them becoming the fine adults they all are! I also presented the special plaque for continual support of the rally this year to Roy Schachtschneider & Betty Taft who are always ready and willing to take on whatever task is asked of them and can be relied on to get it done right. I also snuck in another award to someone who has been involved since this event started 30 years ago in putting this event together, packing up many of the supplies needed and putting up with me during all of the rally anxiety and that is my husband Rod.

After the program the DJ started playing and there was a great bonfire outside to enjoy! Yes, our lovebirds were there all cleaned up and dancing up a storm!

All in all it was another successful event both in wheelin', dollars for the March of Dimes raising over \$21,000, seeing old friends and making new friends and all in Wisconsin showing its ultimate Fall colors!

NOTE: We are currently planning to have the rally October 3 & 4 at the same site with hopes of more off-road trails and the economy and gas prices not hurting us too bad.

# Upcoming Events

<u>Date and Time</u>	<u>Event</u>	<u>Location</u>	<u>Contact</u>	<u>Other Info</u>
April 17—19	MW4WDA Spring Convention	Black River Falls, WI	Lynn Bierman	
April 24 –26	HoWiEpAlOoZa			
May 2	W4WDA Spring Fling Trail Building	Northwoods Overland	Chris Hannis	Lunch will be served
May 15—16	TORC	Manzanita Speedway Phoenix, AZ		
May 22—25	MIOBI Memorial Run	MIOBI's Land	Shawn Morgan	
May 29—30	TORC	Perris Auto Speedway Perris, CA		
June 6	W4WDA Pipeline Clean Up	Lakewood, WI	Tim Krueger	Lunch will be served
June 12	Twin City Bushwackers Sprint Car Push-offs	Speedzone Raceway Oshkosh, WI	Tim Krueger	
June 20 –21	TORC	Crandon International Raceway		
July 11—12	TORC	Bark River International Raceway Bark River, MI		
August 8	Twin City Bushwackers Demo Derby Pull-offs	Winnebago County Fairgrounds	Tim Krueger	
August 8—9	TORC	Bark River International Raceway Bark River, MI		
August 28	Twin City Bushwackers Sprint Car Push-offs	Speedzone Raceway Oshkosh, WI	Tim Krueger	
August 29	TORC	Perris Auto Speedway Perris, CA		
September 4 –6	TORC	Crandon International Raceway		
September 19	W4WDA Pipeline Clean Up	Lakewood, WI	Tim Krueger	Lunch will be served
September 26 –27	TORC	TBD		
October 31—November 1	TORC	Las Vegas		

**MW4WDA SPRING CONVENTION**

**April 17, 18, & 19<sup>th</sup>, 2009**

**Hosted by the  
Trailgators 4-Wheelers Inc.**

**Best Western Arrowhead Lodge & Suites  
600 Oasis Road (I-94 & HWY 54)  
Black River Falls, WI 54615  
1-715-284-9471**

**Look for the BIG ORANGE MOOSE!**

**Room Rate is \$59.00 for 2 people**

**\$10.00 per person for the 3<sup>rd</sup> and 4<sup>th</sup> person**

**Convention cost is \$25.00 per person**

**Includes hospitality room, meetings and dinner.**

***Please have registration in by March 31, 2009***

**Return to Lynn Bierman 611 N. Lawson Dr. Green Lake, WI 54941**

**Name(s) \_\_\_\_\_**

\_\_\_\_\_

\_\_\_\_\_

\_\_\_\_\_

**Club Association: \_\_\_\_\_**

**Convention & Dinner X \_\_\_\_\_ @ \$25.00 = \_\_\_\_\_**

**Convention Meetings only X \_\_\_\_\_ @ \$5.00 = \_\_\_\_\_**

**For more info contact Lynn Bierman 920-294-6101**

**E-mail: marklynn@charter.net**

*Coming Soon:*

# ROADSIDE 4 WHEELERS

## Tough Truck 2009

<p><b>Mount Horeb Summer Frolic</b></p>	<p><b>TWO CLASSES 2x4 AND 4x4</b></p>	<p><b>Mazomanie Wild West Days</b></p>
<p><b>Sunday May 31<sup>st</sup> Racing 1:00 pm</b></p>	<p><b>ENTRY FEE \$25 INCLUDES ONE DRIVER PIT PASS \$25</b></p>	<p><b>Saturday Sept. 12th Racing 4:00 pm</b></p>
<p><b><u>TECH INSPECTION</u> 10am TO 12:30pm FIRM Must be 18 to participate</b></p>	<p><b><u>100% PAY- BACK</u></b></p>	<p><b><u>TECH INSPECTION</u> 2pm TO 3:30pm FIRM Must be 18 to participate</b></p>
		
 <p>P.O.Box216,Mount Horeb,WI 53572 rdsd4x4@msn.com</p>		<p><b>Contact numbers</b></p> <p>Tracey Frame 608-437-6203 John Gee 608-767-4080 Brody MacLean 608-437-1404</p>
		



## 2009 Race Schedule

### MAY

23<sup>RD</sup> 3 pm **DRESSER** – Mud Classes  
Orlin Clark (608) 783-4619

### JUNE

13<sup>TH</sup> 5 pm **ARKANSAS** – Mud Classes and Tuff Truck. South on N, 3.5 miles to SS, right to top of hill, left on D.  
Randy Richardson (715) 285-5679

20<sup>th</sup> 1 pm **ENDEAVOR** – Mud Classes and ATV. 10 miles north of Portage on I-39.  
John Henning (608) 617-4412

### JULY

4<sup>th</sup> Noon **EAU CLAIRE** – Mud Classes (Modified, Showroom, Super Stock, Open) & Tuff Truck. Intersection of Hwy. 37 & Hwy. 85.  
Daryl Dehnke (715) 832-3977

6 pm **EAU CLAIRE** – Mud Classes (Street Stock, Pro Stock, Open) & Tuff Truck Finals

11<sup>th</sup> 1 pm **CADOTT** – Mud Classes. Nabor Days.  
Jason Thom (715) 559-6047

25<sup>th</sup> 7 pm **GLENWOOD CITY** – Mud Classes. St. Croix County Fair  
Keith Thompson (715) 455-1116

### AUGUST

2<sup>nd</sup> 1 pm **ROMANCE** – Mud Classes and ATV. 12 miles west of Viroqua on Hwy 56 or 4 miles east of Genoa on Hwy 56.  
Telly Miller (608) 637-6801

22<sup>nd</sup> 1 pm **WHITEHALL** – Mud Classes. Beef and Dairy Days.  
David Anderson (715) 533-3292

29<sup>th</sup> 1 pm **NEILLSVILLE** – Mud Classes (Modified, Showroom, Super Stock, Open) & Tuff Truck. Clark County Fairgrounds. Steve  
Knoop (715) 743-3831

6 pm **NEILLSVILLE** – Mud Classes (Street Stock, Pro Stock, Open) & Tuff Truck Finals

**Check our website for updates and changes to the schedule throughout the season...**

**[www.cmamudracing.com](http://www.cmamudracing.com)**

*From ARRA Website:*

*State Resources...*

## **The National Off-Highway Vehicle Conservation Council**

NOHVCC is a national body of OHV recreation enthusiasts that develops and provides a wide spectrum of programs, materials, and information to individuals, clubs, associations, and agencies in order to further a positive future for responsible OHV recreation.

### **State Partner**

Dan Kleen  
102 4th Avenue S.E.  
Pocahontas, IA 50574  
712-335-4769 (H)  
712-358-1870 (C)  
[dkleen@ncn.net](mailto:dkleen@ncn.net)

### **Associate Partner**

Bill Dyke  
1515 11th St. N.W.  
Cedar Rapids, IA 52405  
319-366-8740  
[scrambler@imonmail.com](mailto:scrambler@imonmail.com)

# IOWA

## **Recreational Trails Program**

The Recreational Trails Program (RTP) is a Federal Highway Administration program. RTP funds come from the Federal Highway Trust Fund and are available to States to develop and maintain recreational trails and trail-related facilities for both non-motorized and motorized recreational trail uses. Each State administers its own program. You can contact your state RTP Administrator to find out what trail projects are being funded in your state and how to apply for project funding.

### **State Administrator**

Steve Bowman  
Trails Coordinator  
Iowa Dept. of Transportation  
Office of Systems Planning  
800 Lincoln Way  
Ames, IA 50010-6993  
515-239-1337  
515-233-7857 (Fax)  
[steven.bowman@dot.iowa.gov](mailto:steven.bowman@dot.iowa.gov)

*From the ARRA Website:  
State Resources...*

## The National Off-Highway Vehicle Conservation Council

NOHVCC is a national body of OHV recreation en-

### State Partner

Tom Umphress  
8051 West 195th Street  
Jordan, MN 55352  
(612) 965-8618

### Associate Partner

Open

thusiasts that develops and provides a wide spectrum of programs, materials, and information to individuals, clubs, associations, and agencies in order to further a positive future for responsible OHV recreation.

## Recreational Trails Program

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### State Administrator

Andrew Korsberg  
Trail Program Coordinator  
DNR Trails and Waterways Division  
500 Lafayette Avenue  
St. Paul, MN 55155-4052  
(651) 259-5642; Fax (652) 297-5475  
[andrew.korsberg@dnr.state.mn.us](mailto:andrew.korsberg@dnr.state.mn.us)

## United States Forest Service

Many National Forests provide excellent OHV riding opportunities. For this reason, we have provided a list of U.S. Forest Service employees in

<i>Minnesota National Forests</i>	<i>Forest Office Address</i>	<i>Forest Contact</i>	<i>Telephone</i>
<a href="#"><u>Chippewa</u></a>	200 Ash Avenue NW, Cass Lake, MN 56633	Kay Getting	218-335-8673
<a href="#"><u>Superior</u></a>	8901 Grand Ave. Duluth, MN 55808	Pamela E. Brown	218-626-4300

charge of trails or resource management in each National Forest in your state. It's a good idea to familiarize yourself with these individuals, as they can be a great resource for information. It is especially important right now, since the Forest Service is in the process of implementing its November 2005 Travel Management Rule which requires each National Forest to designate those roads, trails, and areas that are open to motor vehicle use. Once this designation process is complete and a Motor Vehicle Use Map is published, no OHV use will be allowed off of designated routes. Therefore it is extremely important for the public to be engaged in this process.



# Wisconsin

## Land Use

### **Emerald Ash Borer in Wisconsin**

by Tim Krueger



<http://www.extension.iastate.edu/newsrel/garden/EmeraldAshBorer.jpg>

On January 10, 2009, Wisconsin 4 Wheel Drive Association asked Linda Williams to come to our winter meeting and give a presentation on the Emerald Ash Borer. This presentation was part of our on going educational program that the association has setup. Linda Williams is employed with Wisconsin Department of Natural Resources and is the Regional Forest Health Specialist for Northeast Wisconsin. Mrs. Williams gave an excellent presentation on Emerald Ash Borer to everyone in attendance, and we sincerely thank her for doing the presentation, and her knowledge of the Emerald Ash Borer. During the presentation, I also added my two cents off and on about EAB and passed around to samples that I had from my work with EAB. The one sample that I had passed around was of a EAB larva that I had collected on one of our training days for DATCP. I had found that sample in a tree that we had cut down in Newburg's, Firemen's Park, and my second sample was of a Red-headed Ash Borer, which is a native ash borer.

#### **Emerald Ash Borer in Wisconsin**

The Emerald Ash Borer was first positively identified in Wisconsin on August 1, 2008. The Wisconsin Department of Natural Resources received a called from a landowner in

the Newburg area that said they had a number of ash trees on their property dying. A Forester with of the DNR identified that the trees were indeed infected with Emerald Ash Borer (EAB). At the same time a Forestry Technician with the Wisconsin Department of Agriculture, Trade, and Consumer Protection (DATCP) discovered what he thought was EAB on one of his 'purple sticky traps' that he placed in Newburg's Firemen's Park. After collecting the sample and sending it to the EAB expert in Michigan, it was positively identified as Emerald Ash Borer. These two positive findings brought our worst fears forward regarding Emerald Ash Borer being in Wisconsin.

Newburg is a nice quiet community, located about 10 miles east of West Bend on Highway 33. The two confirmed cases layed just about a mile apart, with one confirmed case in Washington County, and the other in Ozaukee County. With the finding of EAB in the state, the Wisconsin Department of Agriculture, Trade, and Consumer Protection imposed a four county quarantine, which included the counties of Fond Du Lac, Ozaukee, Sheboygan, and Washington. This quarantine ban prevented the movement of ash trees/wood from these areas to reduce the spread of the Emerald Ash Borer in Wisconsin. This quarantine is still in place and the state's Natural Resources Agencies ask that individuals don't move firewood more than fifty miles in the entire state.

#### **Emerald Ash Borer, the Green Menace**

*The Following information I have copied from the United States Department of Agriculture, Program Aid No.1769*

The Emerald Ash Borer (EAB) is a very small but very destructive beetle. Metallic green in color, its slender body measures 1/2 inch in length and 1/8 inch wide. The average adult beetle can easily fit on a penny.

Native to China and eastern Asia, the EAB probably landed in North America hidden in wood packing materials commonly used to ship consumer goods, auto parts, and the like. Although no one can say for sure when EAB

arrived in southeastern Michigan, the scientific community now believes the beetle went undetected for up to 12 years, based on its widespread distribution and destruction. EAB was officially identified in the summer of 2002.

This beetle is currently known to be responsible for the death of more than 15 million ash trees in a 20 county area around Detroit. EAB has also impacted various communities in Ontario, Canada. Essex County, across the river from Detroit, was declared infested with EAB in 2002. Canadian officials estimate that between 100,000 and 200,000 ash trees are infested and will die in Essex. The neighboring county, Chatham-Kent, has recently been declared to be infested with EAB.

Although large EAB infestations are concentrated in Michigan and parts of Canada, the States of Ohio, Maryland, Indiana, and Virginia have also found EAB in smaller, somewhat contained areas. This is old information that was published in 2005, currently Emerald ash borer has been found in Windsor, Ontario, was found in Ohio in 2003, northern Indiana in 2004, northern Illinois and Maryland in 2006, western Pennsylvania and West Virginia in 2007, and Wisconsin, Missouri and Virginia in summer 2008.

In terms of the range and extent of the EAB infestation in North America, the human element is of particular significance. Unknowingly, people's behaviors associated with everyday living and commerce have greatly contributed to the spread of the EAB. The movement of any ash tree products (e.g., branches, logs, woodchips, nursery stock, and firewood) advances the spread of EAB. Consider this: current research suggests that the natural spread or movement of the EAB is about 1/2 mile each year. If that estimate is accurate and the length of time EAB has been present is 12 years, at press time (April 2005) the generally infested area in Michigan\* should cover about 113 square miles. But as of 2005, Michigan's generally infested area covers almost 13,000 square miles! Human behavior is a defining

factor in the spread of EAB.

### **Scientifically Speaking**

Entomologists from the United States and Canada have been studying the EAB to learn more about its biology and behavior. Because this pest has never been found anywhere in North America prior to the current infestation, this information is being continually updated. Scientists have discovered that, in a temperate climate, the beetle can develop from egg to adult in as little as 1 year. From May to August, adults emerge from overwintering sites under bark and mate. Females lay eggs in bark crevices, and the eggs hatch in about 10 days. The eggs develop into wormlike larvae, which tunnel under the bark to feed and grow throughout the fall. This activity eventually kills the tree. Larvae lay dormant during the winter and emerge from trees in May as adults, leaving a unique D-shaped exit hole.

Here are some key discoveries about the EAB.

On this continent, EAB attacks only ash trees (*Fraxinus* spp.), and all the ashes—green, white, and black, etc.—are at risk except the mountain ashes (*Sorbus* spp.), which are not a true ash. EAB is a good flyer but tends to fly only relatively short distances (about 1/2 mile).

We cannot count on natural predation to control EAB: the beetle has no known predators in North America, although woodpeckers will eat them.

EAB infestation is always fatal to ash trees. Infested trees will decline from the top down and will be dead in 1 to 3 years, even if the trees were healthy before being attacked by EAB.

EAB is under a great deal of scientific scrutiny now. New information and discoveries will improve managers' ability to detect, control, and eradicate the beetle.

### **Signs and Symptoms**

It is extremely difficult to determine whether an ash tree is infested or not infested with EAB

because tree decline is usually gradual. Early symptoms of an infestation might include dead branches near the top of a tree or perhaps wild, leafy shoots growing out from its lower trunk. D-shaped exit holes and bark splits exposing S-shaped tunnels are significant signs of EAB. If a tree is infested with the EAB, tree removal is recommended as the most effective way to eliminate these exotic pests and prevent the species' further spread. Considering the most current science, the U.S. Department of Agriculture's Animal and Plant Health Inspection Service recommends felling infested trees, chipping them, and burning the chips.

Treatment options may eventually be approved for some homeowners living in a generally infested area where suppression efforts are being used, with the understanding that treatments are not a cure. At best, a homeowner might only prolong a tree's decline. Every EAB-infested tree will die.

Because new treatment options and methods are expected to become available in the future, we encourage homeowners to talk to their local Extension Office or State department of agriculture for the most up-to-date information.

### The Cooperative Mix

Detection, control, and eradication of EAB is a huge undertaking. Cooperation between Federal and State government agencies, municipalities, universities, the greening industry, and the public at large is essential to eliminate this pest.

Here are some things you can do now to lessen the likelihood of EAB's becoming established in the United States.

#### ■ Don't move firewood.

Humans unknowingly contribute to the spread of EAB when they move firewood. EAB larvae can survive hidden under the bark of firewood. Play it safe: don't move any firewood and you won't move any beetles.

### S-shaped tunnels, made by EAB Larvae



<http://www.dnr.state.md.us/dnrnews/art/eab2.jpg>

### Ash Tree Infested with Emerald Ash Borer



<http://www.entomology.wisc.edu/emeraldashborer/images/EABashHeavyDecline2.jpg>

### Emerald Ash Borer Larvae



[http://www.hgic.umd.edu/\\_media/client/emerald\\_ash\\_larvae\\_1.jpg](http://www.hgic.umd.edu/_media/client/emerald_ash_larvae_1.jpg)

**The D-shaped exit hole is a unique signature of the EAB**



[http://ohioline.osu.edu/sc195/images/195\\_08.jpg](http://ohioline.osu.edu/sc195/images/195_08.jpg)

**Epicormic shoots are a telltale sign of a tree under stress.**



<http://www.snr.missouri.edu/images/forestry/emeraldash/epicormic-branching.jpg>

**Emerald Ash Borer Larvae**



<http://www.extension.iastate.edu/newsrel/garden/EmeraldAshBorer.jpg>

**■ Visually inspect your trees.**

Early detection is a key factor. If trees display any sign or symptom of EAB infestation, contact your State agriculture agency.

**■ Spread the word.**

Talk to your neighbors, friends, and coworkers and get them onboard. Public awareness and education is an ongoing process; support the effort.

**■ Know State and Federal regulations.**

Make sure you understand the regulations that govern your own State and those States and Provinces you may visit.

**■ Ask questions.**

If you receive ash nursery stock, know its point of origin and your supplier. EAB lar-vae may be hiding under the tree bark.

These Web sites offer more-detailed information about the EAB.

<http://www.emeraldashborer.wi.gov/>

<http://www.aphis.usda.gov>

<http://www.na.fs.fed.us/spfo/eab>

<http://www.emeraldashborer.info>

Toll-free information line: 1-866-322-4512

**In closing**

I just want to bring you up to speed as to what I have been doing in regards to the Emerald Ash Borer being in Wisconsin. In August, I started working for the Wisconsin Department of Agriculture, Trade, and Consumer Protection, as a forestry technician. Since then I was a sawyer working with the Green Bay crew, which consisted of myself and four other technicians working on the destructive EAB survey. Our crew cut down and peeled over 300 trees in Ozaukee, Sheboygan, Manitowoc, Kewaunee, Eau Claire, Waushara, Waupaca, Portage, and Dodge counties. We completed that survey just before Christmas and now we

are doing a visual survey.

The Visual Survey consist of two crews walking two acre grids within a 2-mile radius from Newburg, while four crews cover all of the roads and residential yards from a two to ten mile radius from Newburg. My partner and I are one of the crews that are doing the two to ten mile radius from Newburg. With this visual survey, all of the crews are going around and looking for signs of EAB in all of the ash trees that we find. The signs that we are looking for in the trees are woodpecker activity, bark splits, epicormic sprouts, and the S-shaped galleries. With this survey, woodpeckers are our best friends, the woodpeckers can find the EAB easier then we can, and that's why we are doing this survey during the winter.

What I'm looking for on this survey is heavy woodpecker damage on the south side of the ash trees, since this is were the EAB larvae is found in the tree during winter. I am also looking for the other key signs of an infested tree that I listed earlier but it really boils down to woodpecker damage. A problem that we have noticed with using just woodpecker activity is that some trees that we have looked at have heavy woodpecker damage, but there are bird feeders in the area. The bird feeders draw all of the woodpeckers in to a area and the trees just get hammered. I'm not saying don't feed the birds but don't get worried if you have heavy woodpecker damage on your trees and think that your ash are infested. Just give us a call and we can check them for you, but what I have found is that woodpecker damage around bird feeders is all the way around the tree. If it is EAB, it would just be on the south side of the tree. After the visual survey is completed for this winter, we will be getting ready to trap the Emerald Ash Borer. Starting in April, we will be hinging large purple traps up in ash trees or near ash trees to attract any EAB in the area. I have heard that we could be hinging up to 13,000 of these purple traps around the state between May through August.

Now in closing, sadly to say Emerald Ash Borer is in Wisconsin. I am hoping that we can stop it before it turns into another Dutch Elm disease and wipe out all of the ash trees in Wisconsin, but that remands to be seen. The best thing that we can do right now is slow the spread by not moving firewood which may contain EAB. So please buy your firewood locally. If you suspect that your ash trees may be infected with EAB, call 1-800-462-2803 or email [DATCPEmeraldAshBorer@wisconsin.gov](mailto:DATCPEmeraldAshBorer@wisconsin.gov) or call your local Forestor. The best thing that we can do for our 300+ million ash trees in Wisconsin is to get educated and find out more about EAB, you can do this by going to [www.emeraldashborer.wi.gov](http://www.emeraldashborer.wi.gov) or any of the other websites listed earlier. I will also try to keep everyone updated on EAB in Wisconsin.

#### **Land Use**

#### **Pipeline Cleanup**

We will be doing two separate cleanup days on the Pipeline and if we have enough help we may even try to get to McCaslin Mountain as well. The first cleanup date is scheduled for June 6, 2009 and the second one will be September 19, 2009. I am planning on us meeting at the BP in Lakewood at 9:00am and then help out to the area. We will be having lunch on the Pipeline and I am hoping to have prizes to give away. While we are doing the cleanup, we will be also be taking notes as to what needs to be done as far as maintenance on the trail goes, so we can plan for 2010. Stay tuned to the forum and I will post more information as the dates get closer. While you're on the forum, sign up.

#### **STATE OF WISCONSIN DNR TOPICS**

#### **INVASIVE SPECIES GROUP**

Tim Krueger continues to be part of the Invasive Species Committee and I am his back up. Final review by the committee has been held and should be ready for public review shortly. There is supposed to be another meeting to work on Phase 2 on February 24 in Hancock. They wish to have brochures ready for the various user groups to be available by June which is "Invasive Species Month".

## **STATE TRAILS COUNCIL (STC)**

[www.dnr.wi.gov/org/land/parks/trails/council](http://www.dnr.wi.gov/org/land/parks/trails/council)

I was not able to attend the meeting in October (was Friday of MW4WDA/W4WDA). At the October meeting Randy Harden was elected the Chair of the STC for the next year. The minutes of the October meeting are now available on the STC site.

A report on the success of the Youth Expo in Beaver Dam in May was given. Fourth, Fifth and Sixth graders attend this expo and is an opportune time for exposure to the various trail uses. NOTE: This is something that we have been encouraged to get involved in!!

RTP funding is available to us for trail projects—if you have a trail development project, you may want to check into the possibility of it being available for these funds. There was a phone conference meeting held January 12 that I attended in Madison. The agenda and details of the meeting are on the STC site—minutes are not available as of yet. The key item at the meeting in regard to us was the fact that the DNR Parks and Recreation were giving an update on the Motorized Recreation Area concept to the Natural Resources Board on January 28.

Other meetings for 2009 are April 28 in Madison, July 17 in New Auburn and October 16 in Crivitz

You are very welcome to sit in on any of the STC meetings. To learn more about the Council, details of future meetings, read the minutes, etc. you can go to the STC website noted above.

## **DEPARTMENT OF TOURISM**

**Remember our various events that are trail type events where the public is welcome we should submit to the Dept. of Tourism and ask the Chamber of Commerce in the area of the event to also submit to Tourism and advertise in the area for you. Keep that in mind when planning your event and looking at advertising angles.** I would be interested in what success or problems you have when doing this.

## **MOTORIZED RECREATION AREA (MRA) was formerly called Motorized State Recreation Area (MSRA)**

The DNR has developed a Committee of four people within the DNR to come up with a Development Plan and Business Plan for MRA's. They are looking for ideas. If you have any info from Off road parks that you have been to, they would like to have copies of flyers, fees, info on infrastructure etc. and select photos. They don't want hundreds of photos, but key photos (preferably electronic) of trails, infrastructure etc. and your opinions (pros and cons) of the park/s. **THEY WANT YOUR EXPERIENCES!! THEY WANT TO KNOW WHAT YOU WOULD LIKE TO SEE IN AN MSRA (OHV PARK).** You can send via e-mail to Peter Biermeier at [peter.biermeier@dnr.state.wi.us](mailto:peter.biermeier@dnr.state.wi.us). Whatever you can't send by e-mail can be sent to Wisconsin DNR, c/o Peter Biermeier, PO Box 7921, Madison, WI 53707

-7921. Remember to emphasize this is NOT to be a replacement for our use of public lands but an addition to or as some call it an enhancement to our recreation! The DNR Parks and Recreation gave an update to the Natural Resources Board (NRB) on January 28 in Madison in regard to this concept. A white paper was submitted and a Power Point presentation was given—I have a copy of the power point program if anyone would like to see it. Interesting parts of the presentation were the fact they would like to see this park near population and reasonably central (north and south) of the state based on where most of the motorized recreationists are (they have drawn a line at Hwy. 29 as to somewhere near there is where they would like to see the park. Acreage seemed to fluctuate between 500 and 1,500 acres. They also seemed to be leaning towards an abandoned quarry. The biggest problem I had with the presentation was the fact that it went back to ATV's rather than all motorized. I have written a comment in regard to this to those who did the presentation. The public was not allowed to speak at this meeting. However, WO-HVA did submit a letter to the NRB for matter of record as to what they think this MRA should consist of.—at this point I have to questions some of the statements made in that letter.

**STICKER PROGRAM** Legislation to implement a sticker program for Off-Highway Four Wheel Driving and Off-Highway Motorcycles is currently being written, but only in its initial stage. A white paper for the Motorcycles has been done and in talking with Ken Linzmeyer he has all the research done and white paper “is in his computer”. I have offered to help on this if it is wanted, but at this nothing needs to be done. .

## **FOREST COUNTY OHV PARK PROPOSAL**

There are preferred sites for this proposal but they won't have actual locations in order of preference until the study is done each is 3,000 to 4,000 acres each. I have not heard if there has been any success on this.

## **NORTHWOODS OVERLAND OHV PARK**

[www.northwoodsoverland.com](http://www.northwoodsoverland.com)

The area is currently closed for the winter season. Check this spring for opening and trail building dates. It was discussed to have the W4WDA have their Spring Fling the first week in May be a trail building session up there. The owners state that some of the trail areas are in high areas and should be dry enough by then, but stay tuned.

## **MOLE LAKE, FOREST COUNTY AREA**

There will be more trails cut this summer. Next year the Wisconsin Jeep Jamboree will be held there again July 23-25. Also the 2<sup>nd</sup> Annual Great Northern Trail-ride will be held there August 20-23. Go to the WO-HVA site for more info on any of this.

## **MARCH OF DIMES RALLY**

We are going ahead and going to have the rally again

this year with the hopes that the economy will be improved from what it is right now and the gas prices don't get any worse than they were last year at the time of the rally. The date will be October 3 & 4 and will very likely be at Northwoods Overland again. We hope to have a "Save the Date" postcard out shortly. Anyone interested in helping out on planning or working the rally, please contact me!

**NEED LOSS OF LAND** I keep asking for this info and no one seems to have had land lost to them since we do not seem to be getting any info on this. Yes, I would like to have a list of ALL lands/trails that you know of that have been lost—whether it is on public or private land. Would like any info you may have on why also.

**LAKE STATES RESOURCE ALLIANCE (LSRA)** I receive their newsletter and I know Gil & Helen Wagner have been attending meetings. The LSRA has been very involved in the Travel Management Rule amongst other things.

**25 YEAR PLAN REVIEW OF STATE FORESTS/ MASTER PLANS** Both of these are occurring. We need to know which areas are being looked at right now and let people know in those areas to keep an eye on these for us to respond to what is being done. This is another opportunity for us that is being lost. This is another one of those projects that isn't so large in itself that someone could be doing. Let me know of interest out there and let's see what we can put together. I do know the master plan for the Black River State Forest is in its final stages and should be complete in early 2009. Apparently it creates much more closure of the property and is of much concern to current users. To my knowledge no one from W4WDA has been involved, if someone is involved, please let me know!!

**COUNTY TEN YEAR PLANS** AGAIN I am informing you that the County ten year plans are continuously being worked on—either for the current 10 years or the next. Counties need to report to the DNR on these plans. Contact your county and find out the status of your county's plan. You can also check your county website at [www.co.\(name of your county\).wi.us](http://www.co.(name of your county).wi.us) for what is coming up or send them an e-mail through their website. We need YOU to communicate with YOUR county officials IMMEDIATELY to see what type of input they have received from four wheel drive (OHV's) such as Jeeps, Trucks, etc. recreationists and let them know that we are definitely out there and want to be included in their recreational plans for the County Forest!

**FOREST CERTIFICATION** <http://www.rainforest-alliance.org/program/forestry/smartwood/public-comments.html>. United Four Wheel Drive Associations announced just recently the major concern especially in Wisconsin and other midwest states in regard to this. This is another topic that needs to be addressed by

us and would be majorly helpful if someone could take this on as their project.

**OFF HIGHWAY VEHICLE COALITION OF WISCONSIN (OHVCOW)** This is an informal group that will not have any officers etc. but formed to communicate various items that would be of interest to users overall and also be able to support various users on their specific issues. I do not know of anything that has been occurring in regard to this.

**WISCONSIN OFF HIGHWAY MOTORCYCLE ASSOCIATION (WOHMA)** There was an organizational meeting that occurred on December 6 in Wisconsin Dells for this group to formally organize. We were invited to come to this meeting as a show of support for them. I could not make it and no one else from W4WDA went so I sent a letter of support on behalf of W4WDA. The meeting was a success and they have a very ambitious three year and 10 year plan. They also wish to come to one of our meetings and introduce themselves to us and look forward to working together with us. It has been a long time coming for these enthusiasts to have their own organization looking out for them specifically—a big CONGRATULATIONS goes out to them!!

Alex Bub, President of WOHMA did come to the January meeting and introduces us to the WOHMA. He also holds a seat on the STC sub committee and explained some of the current outcome on that meeting—I do not have anything written in regard to this as of yet. He also explained that they were in the process of writing up a white paper for legislation on a fee (sticker) program for off-road motorcycles.

**MEMBERSHIP**--Helen Wagner holds this position and is ready and willing to follow up on any leads you may have for her!

**LAND USE CHAIR FOR YOUR REGION AND YOUR CLUB** We need to have every region appoint a land use chair and also every club. These folks then can follow through with many things found in this report. Also I for one and I am sure there are others in W4WDA who would like to have the name, address and phone number of that person so we have a contact.

NATIONAL FOREST TOPICS

TRAVEL MANAGEMENT RULE (ROUTE DESIGNATIONS) ON NATIONAL FORESTS

The final copy of the rule is out and went into effect as of January 31, 2009. You can view the rule and the maps at <http://www.fs.fed.us/r9/cnnf/rec/tmr/index.html>. This rule is not cast in stone. If you find trails/roads that are not listed on this plan that you want to use, you need to submit a request to have a specific trail/road added to the annual update of the Motor Vehicle Use Map (MVUM). This information should be as specific as possible. You can contact Joan Marburger, CNNF Supervisor's Office, 1170 4<sup>th</sup> Ave. South, Park Falls, WI 54552, 715-762-5178. Tony Erba, Deputy Forest Supervisor, will be speaker to us the afternoon of the meeting—see Tim Krueger's article on the presentation.

UNITED FOUR WHEEL DRIVE ASSOCIATIONS (U4WDA) [www.ufwd.org](http://www.ufwd.org)

The dues structure for 2009 is the same as the dues structure that became effective January 1, 2008. An organization will pay \$100 dues and then each individual who wishes to be a member of United pays \$25 dues if they join through a member organization. Then each member organization will receive a \$3 kickback for all members who join through a member organization. If a person joins as an individual not through their organization, the dues will be \$30 or higher for a higher class of membership.

To view the summary of the survey go to United's November e-news.

The current By-laws and SOP are now available on the website. I still have not had a chance to review.

If you are interested, you can view the annual report given in July through United's forum .

I routinely forward to W4WDA & MW4WDA through their webmaster & W4WDA Yahoo group info on various things United is doing and also notices of when the new monthly United e-news is out that you can access on United's site. Also, for those of you that are members of United you receive a United's Voice quarterly. Please read these in order to be informed!!

I had volunteered to write a letter to United at the October meeting. Since then Chris has instigated many questions on United's Forum that have addressed many of the concerns that were discussed at our meeting. There are responses from the President of United that on United's Forum.

“ UFWDA currently engages a number of individuals in a contractor capacity. Compensation is based on a percentage commission or a predetermined contractor rate. Commissions are not paid on individual membership sales or donations. Commissions are currently paid on business member sales, advertising and event organization. Maximum commission rate paid is 30% and may be split over several contractors with specifics being negotiated at the time of engagement. Commission is typically paid on gross receipts except in some circumstances, such as event organization, where the calculation is based on the net proceeds.

- Last year less money was paid out in commission sales than to any contractor on a fixed rate.
- UFWDA does not disclose specifics on employment engagements or contracts.
- UFWDA is always open to opportunities to receive assistance on a volunteer basis. Clearly though, any offers are evaluated to ensure that the individual has experience that will benefit UFWDA and will be a good fit within the current team. Anybody who feels they have something to offer should direct that interest to the Executive Director, or myself, with a summary of interests/ experience that can benefit UFWDA.
- There has been considerable concern raised over comments I recently made regarding and expected collection rate of 25% of some current receivables. UFWDA has not delivered any services against these receivables. When a commitment is made from a business to UFWDA, an invoice is issued which creates a receivable. Looking forward we expect a 25% payment on these receivables based on feedback from business supporters. The primary causes are budget cut backs or, in some cases, the closing of a business. The point of the comment was to illustrate the fact the supporting business dollars will become increasingly tight in the current economic environment. We always welcome support through membership, donation or the promotion of UFWDA to organizations and individuals through networking, the publishing of articles or positive comments over Internet forums.

Should anybody be wish any further insight I would welcome the opportunity for a phone conversation.

Wayne

At this point I do not know what you may want to put in a letter. I also question what we would accomplish by not continuing our membership at the \$100 rate.

United is a very important organization to the four wheel drive community!! It is the only viable organization that represents only four wheel drive on a national level and it accomplishes so much with so little. The problem still is the dollars and how to get to the pockets that have the big dollars to get involved with such an organization and use those dollars as economically feasible as possible. I know the volunteers and the employees of United are working very hard, but at the same time it makes a person question the direction they are going to bring those dollars in and make them work as efficiently as possible!! Also, it seems some of the problem is getting and letting some others get involved.

#### **UNITED CONVENTION IN 2009**

The Annual General Meeting (AGM) will be held May 18-21 with actual meeting days being the 19 & 20 in Dallas, Texas. That will be immediately followed by the Texas Wheel-In.

**UNITED TRAIL RIDE WHEEL-IN** United is having two Wheel-Ins this year. One will be held March 12, 13 & 14, 2009 at Oak Ridge Estate, Nelson County, Virginia. The other one will be held May 21- 25, 2009 in Barnwell Mountain Recreation Area in Gilmer, Texas. Go to United's site for more details on these.

**NATIONAL OFF ROAD ASSOCIATION (NORA)** <http://www.nora-usa.com>. This is a new organization that has just formed. United has been asked to have a seat on the board and has accepted. For more info on this organization you can go to their website.

**CAMP JEEP** The 15<sup>th</sup> Camp Jeep was NOT held in 2008 but is supposed to occur in 2009. On the Jeep site it mentions 15<sup>th</sup> Camp Jeep in 2009, but no other info. I do question if this will really occur.

## **National Forest Travel Management Plan**

Written by Tim Krueger

At our January 10, 2009, winter meeting, Luana Schneider invited Tony Erba, from the United States Forest Service to give us a presentation on the new National Forest Travel

Management Plan. Mr. Erba's presentation was very informative, telling us that there are thousands of miles of roads up in the national forest and the Forest Service classifies any two-track as a road. This means that if you have a favorite road to go on and it's not listed in the database, you can request that the Forest Service add it to the database provided that you have just cause for it to be added. One question that was brought up at the presentation was if we could GPS coordinates of all the designated trails, at this time Mr. Erba said that the Forest Service had no plans on releasing the GPS coordinates, but he will look into releasing them. This shouldn't be a problem because all of the roads are already in a GIS database, so all they have to do is release them to the general public.

The new travel management plan maps have been released now and you can access them on the Forest Service web site (<http://www.fs.fed.us/r9/cnnf/MVUM/index.html>), but unless you have a very large printer, they won't be much good to you. The maps on website are meant to be printed with a page size of 44" x 34". You can pick up a hard copy of the maps at any of the Forest Service offices. As it looks right now, this management plan is a good thing for us, since a number of the areas that we use are include in this plan, but if there is an area that you use and its not listed or shown on the map you just need to fill out the request form which is available at the Forest Service office.

The following is from the

## **Traveling on the Chequamegon-Nicolet National Forest Changes You Need to Know**

### **What You Need to Know Before You Go?**

Access to the Chequamegon-Nicolet NF (CNNF) is changing as of January 2009. In January 2009, a map (Motor Vehicle Use Map or MVUM) will be available showing the

newly designated road and trail system for the CNNF. This map will be your tool to know where you can travel on the Forest with motorized vehicles.

To help you know where you are on the ground, the designated road and trail system will be signed with a road number. ATV routes will also be signed with an ATV placard. We anticipate this will take some time to be completed.

The MVUM will be updated yearly to incorporate any suggestions that come from the public about specific roads. These suggestions could be to add or remove specified roads on the MVUM.

Most of the roads that will be unavailable to use are “unauthorized roads” and are not part of our managed road system. Many of them are user made or old logging roads, and some are overgrown and not drivable.

### **Where can I get the MVUM?**

The MVUM will be available free of charge in January 2009 on-line or at District offices listed on the back of this brochure.

### **Why the Change in Access?**

The CNNF is responding to the national Travel Management Rule, which was approved by the Forest Service in 2005. The Forest Service developed this national rule to:

- Address the increase in motorized vehicle use on National Forest lands.

- Properly manage public motorized use to minimize resource damage and user conflicts.

### **How Can You Weigh In?**

The Chequamegon-Nicolet NF wants to hear from you! If you have a road you would like to see become available or unavailable, let us

know. You can do this easily by sending us a letter with the following information:

- List the road number(s) with your request. Would you like them designated for highway legal vehicles, ATVs or both? Or, would you prefer no motorized use on the road(s).

- Include the rationale for your request. Why is this important to you and your use of the Forest?

- Include your name, address, and phone number in the event we need to contact you for further information.

### **Send Your Request To:**

Chequamegon-Nicolet NF  
ATTN: MVUM  
1170 4th Ave. S.  
Park Falls, WI 54552

Any road that is brought to our attention will go through a standard roads analysis process. If you need assistance determining a road number, you may contact any of the Forest offices listed on the back of this brochure. Comments are due by November 30, 2009 for consideration on the March 2010 MVUM.

### **Timeline for the next MVUM**

The next MVUM will be available in March 2010, and will be updated annually to incorporate roads of interest. Notification of the MVUM update will be provided on the CNNF web site ([www.fs.fed.us/r9/cnnf](http://www.fs.fed.us/r9/cnnf)). If you would like to be on our mailing list, you may send your name and address to the one listed below. Please also indicate which District(s) you are interested in receiving information about future projects affecting motorized use.

Chequamegon-Nicolet NF  
ATTN: MVUM Mailing List  
1170 4th Avenue S.

Park Falls, WI 54552

*“We believe that off-highway vehicles are a legitimate use of the National Forest System. But it’s a use that should be managed carefully. That’s what our new rule for OHV use on national forest land is all about: providing access that can be used and enjoyed into the future. And if we want to sustain that use, then we’ve got to work together.”*

Former Forest Service Chief Dale Bosworth

**For More Information**

For more information on the Travel Management Project, please visit the Forest web site at: <http://www.fs.fed.us/r9/cnnf/> For information on motorized travel in your local area please contact your nearest office at one of the following addresses:

The chart in the next column is the Wisconsin office locations.

<b>Eagle River-Florence</b>	
1247 E. Wall St. Eagle River, WI 54521 715-479-2827	5638 Forestry Dr. Florence, WI 54121 715-528-4464
<b>Great Divide</b>	
N22223 Hwy. 13 Glidden, WI 54527 715-264-2511	10650 Nyman Ave. Hayward, WI 54843 715-634-4821
<b>Lakewood-Laona</b>	
15085 State Rd. 32 Lakewood, WI 54138 715-276-6333	4978 Hwy. 8 W Laona, WI 54541 715-674-4481
<b>Medford-Park Falls</b>	
850 N. 8th., Hwy. 13 Medford, WI 54451 715-748-4875	1170 4th Avenue S. Park Falls, WI 54552 715-762-2461
<b>Washburn Rhinelander</b>	
113 Bayfield St. East Washburn, WI 54891 715-373-2667	68 S. Stevens St. Rhinelander, WI 54501 715-362-1300

**MIC and SVIA Requests for Exclusion re: ATVs and Dirt bikes**

**WARNING:** Youth ATVs and dirt bikes can no longer be sold! As of February 10, sale of ATVs and dirt bikes for children’s use is banned due to a new law that limits lead content in children’s products, even if that lead poses no risk to children. The Motorcycle Industry Council and the Specialty Vehicle Institute of America have requested the Consumer Product Safety Commission to exclude ATVs and off-highway motorcycles from the provisions.

You must send letters to Congress immediately supporting this request!

[http://www.arra-access.com/campaign/consumer\\_product\\_safety/sgixse24j56b6tj?](http://www.arra-access.com/campaign/consumer_product_safety/sgixse24j56b6tj?)

## ***Sticky Fingers in New Mexico***

The budget crunch is being felt in cities and states throughout the country. Legislators, governors and mayors are looking for any "free" cash they can get their hands on in order to fund new and existing programs. Strange things happen during difficult economic times and we only need to look to New Mexico for an interesting, but disturbing development.

OHV riders in New Mexico were sounding the alarm a few days ago when they discovered that the New Mexico State Legislature was getting ready to dip into the New Mexico OHV sticker fund to the tune of \$500,000. Rather than use the money to provide public education on safe OHV practices and trail construction and maintenance, as it was originally intended, legislative language in House Bill 2 would direct the funds to an "eco-tourism initiative" by the State Tourism Department. Apparently, Governor Richardson wants to use the eco-tourism initiative as a way to promote "a nature-based form of specialty travel that conserves the environment and improves the well-being of the local community." I'm not sure what that means, but that is the legislative language and one has to assume that the Governor has a clue. Governor Richardson, as you will recall, was nominated by President Obama to be the Secretary of the U. S. Department of Commerce. Richardson later had to withdraw his nomination because he is under investigation by federal authorities for possible violations of political fundraising laws. As far as we can tell, the investigation is ongoing and Richardson still has not been given the signal that he no longer has to worry about pending legal issues. Perhaps the federal investigators should expand their investigation to include "eco-tourism" and the potential misuse of the OHV sticker fund.

## ***GAO Report on Proposed Merger of FS and BLM***

Last year during an Interior Appropriations Subcommittee hearing on wildfire costs, Rep. Norm Dicks, D.-WA., Chairman of the Subcommittee, suggested that it might be time to merge the U. S. Forest Service with the Bureau of Land Management in an effort to manage federal lands in a more efficient manner. This consolidation would mean that the Department of Agriculture would lose jurisdiction over the Forest Service and the Department of the Interior would gain the responsibility. The idea of a merger is controversial because both agencies have their own unique culture and prac-

tices. To move this idea forward, Dicks requested that the Government Accountability Office, GAO, conduct a study on the ramifications of putting these two land agencies together. Well, the results are in and as could be predicted, GAO's findings are mixed. GAO said that such a merger would enhance the "effectiveness of federal land programs" but at the same time the upfront costs of completing the merger would be costly. Apparently, bringing together two diverse organizations with would be too difficult of a task and any efficiency hoped for due to the merger would be lost in the reorganization.

Despite Chairman Dicks' efforts, our best guess is that at least in the short term inefficiency will win the battle and the federal government will continue to have separate agencies in separate departments managing the millions of acres of public lands.

## ***S.22 Stalls in the House***

The infamous Omnibus Public Land Management Act of 2009 seems to be in a state of legislative limbo and its fate is uncertain. You will remember that at the end of the last session, Senator Coburn prevented passage in the Senate of this 180 plus public lands bill (that also included permanent designation of the National Lands Conservation System, NLCS) even though the measure passed in the House earlier in the session.

Now, it seems the reverse is true. In last month's newsletter, we reported that the Senate passed S. 22 by a vote of 73-21. We assumed at the time that the House of Representatives would rush passage of the measure and quickly send it to President Obama for his signature. Well, not so fast. We were mistaken about the definition of speed. In an attempt to move the legislation quickly through the House floor, House leaders decided that they would not allow any amendments to S.22 when the House begins consideration of the measure. Such a maneuver requires a super majority for approval and it seems as though the leadership is short in getting the required number of votes.

House Democratic leaders are now trying to find a way out of this mess. One option is to begin breaking the Omnibus measure up into multiple parts and voting on each separate bill. If that happens, each measure would then go back to the Senate for approval, meaning that parts of S. 22 will have to go through the legislative process in dribs and drabs. ARRA members have consistently opposed this measure and have made their feelings known with Members of Congress and that opposition appears to be having some impact.

## **Consumer Product Safety Law Causes More Harm Than Good**

Last year a serious problem arose when foreign produced toys which contained high levels of lead paint were found to be entering the U.S. marketplace. Infants and young children, doing what they do, were susceptible to lead poisoning when they placed the toys in their mouths.

Congress rushed to the rescue by enacting the Consumer Product Safety Improvement Act that included lead limits for products intended for use by children 12 years old and under. As the name indicates, the purpose of the legislation was to ensure that products are safe for use by the American consumer.

The rule of unintended consequences is coming into play in a big way as it relates to youth-sized ATVs and dirt bikes. It just so happens that these vehicles contain some levels of lead in parts such as terminals on batteries and tire valve stems. There haven't been any reports of kids placing such items in their mouths and suffering the perils of brain damage due to unusually high levels of lead. However, until the Consumer Product Safety Commission approves exclusion for these vehicles or Congress amends the law, dealers have to keep these vehicles off their showroom floors and cease any sales of either new or used youth-sized vehicles.

So the question is what will kids do in the meantime... ride adult sized vehicles? We certainly hope not, but we fear that the result will be a situation that threatens the safety of our children rather than protect them. In short, we have a law that misses the mark and runs amok.

If you have not already done so, you can weigh in with Congress on this important issue:

**[Send a Letter to Congress Today!](http://www.arra-access.com/ct/W11EoD51SYQM/)**

<http://www.arra-access.com/ct/W11EoD51SYQM/>

## **ARRA**

Beware, there is another ARRA in existence and it has nothing to do with maintaining recreational access to public lands. The recently passed economic stimulus package has a name. It is called the American Recovery and Reinvestment Act of 2009 and its abbreviated name is ARRA. We hope the newly minted ARRA is a success because our economic future depends upon it. To avoid any confusion about our mission, our ARRA will continue to do what we have been doing and that is focus attention on the need to keep public lands open to all forms of recreation.

Sincerely,

Larry E. Smith  
Executive Director  
Americans for Responsible Recreational Access

February 27, 2009

Take Action to Save Tellico...NOW!  
Southern FWDA met with the USFS today and heard a presentation on what will be in their Environmental Assessment. While they have 7 alternatives that they are considering, their preferred alternative is to CLOSE TELLICO. While we know that this is completely unacceptable and will cause immediate and intense emotional reaction, we are asking that everyone maintain a level head and concentrate on what our task is now.

STEP 1: The FS Supervisor issued a TEMPORARY CLOSURE ORDER that will keep Tellico closed until they decide what the fate of the area will be. This means that TELLICO WILL NOT REOPEN ON APRIL 1ST! Please read the order here: [http://www.cs.unca.edu/nfsnc/nepa/tusquitee/tellico/temporary\\_closure.pdf](http://www.cs.unca.edu/nfsnc/nepa/tusquitee/tellico/temporary_closure.pdf) and provide comments to the temporary closure. Be sure to talk about all the plans you have to use the area and all the events that are already scheduled and that you have paid to attend. WE MUST NOT LET THIS HAPPEN!

STEP 2: We must, at all costs, provide as many SUBSTANTIVE comments about the EA as humanly possible. And we are ready. SFWDA requests that you download the study that we commissioned (Recommended Trail System Repair and Maintenance Plan Upper Tellico OHV System) and that you download the FS' EA which is posted here (Upper Tellico OHV Area ) and that you compare the two side by side and start making comments. Our study will give you the data that you need to make comments about the surveys that have been done, the lack of maintenance they FS has completed, the science, the engineering, the economics, EVERYTHING

We will work to have a letter generator up, but honestly, we need for you to take pencil

to paper and think this through. Copy this announcement and send it to your friends, family, and everyone you know.

STEP 3: The other thing we need and you know what is coming; is money. In this tough economic time, it's hard to find a few dollars to support a cause, but if you enjoy the Tellico area, or even the dying sport of OHV and 4X4 recreation, please consider a donation to Rescue Tellico so that we may continue to fight for Tellico. Rescue Tellico Fund

STEP 4: In an effort to show that we will not accept these actions, Crawford's Campground is committing to continue on with the plans for Spring Fling on April 4th. Please consider attending and showing your support and helping to raise money for Rescue Tellico.

So you know, SFWDA is working very closely with United Four Wheel Drive Associations (UFWDA) and BlueRibbon Coalition to review these documents. BE ASSURED that the law-

yers will be reviewing all of these documents in detail and that we are all ready to take whatever action is warranted to further the fight to KEEP TELLICO OPEN!

Thank you for your help!!  
SFWDA, UFWDA, and BRC  
Heather, SFWDA Director of Land Management

Rescue Tellico Fund

Remember to stay up-to-date with the UFWDA forum

[www.ufwda.org/smf/index.php](http://www.ufwda.org/smf/index.php)  
[www.ufwda.org](http://www.ufwda.org)

# Your Ad Here

# Quarterly

MW4WDA  
Call Dawn  
Tele: 920-420-2348

# MW4WDA Merchandise

## Midwest Four Wheel Drive Association Merchandise Order Form

Order No. \_\_\_\_\_ Date \_\_\_\_\_

Name \_\_\_\_\_

Club Affiliation \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip Code \_\_\_\_\_

Phone \_\_\_\_\_

Note: merchandise will be shipped to above address unless noted otherwise.

### QTY PRODUCT PRICE AMOUNT

\_\_\_\_\_ MW4WDA Pins, 1" rd, gold trim \$2.00 \_\_\_\_\_  
\_\_\_\_\_ MW4WDA Patches, 4" round, cloth \$3.00 \_\_\_\_\_  
\_\_\_\_\_ MW4WDA Decals 5" round, self-adhes. \$1.00 \_\_\_\_\_  
\_\_\_\_\_ MW4WDA T-shirt transfers, large, iron on \$2.00 \_\_\_\_\_  
\_\_\_\_\_ MW4WDA T-shirt transfer, small, iron on \$1.00 \_\_\_\_\_  
\_\_\_\_\_ "I love my 4X4" button, 2" round \$ .50 \_\_\_\_\_  
\_\_\_\_\_ "I fought for my 4X4" sticker 2" round \$ .50 \_\_\_\_\_  
\_\_\_\_\_ MW4WDA Rain Poncho, orange \$4.00 \_\_\_\_\_  
TOTAL \_\_\_\_\_

Please send this form and payment to:

Matt McVicker

2616 59th Street

Urbandale, IA 50322

515-710-5799

Central Iowa 4 Wheelers

If you have any questions, please call (515) 710-5799